

TAB 6, ATCH B
RECOMMENDATIONS: REALIGNMENTS

GRIFFISS AIR FORCE BASE, NEW YORK

Recommendation: Griffiss AFB, New York, is recommended for realignment. The 416th Bomb Wing will inactivate. B-52H aircraft will transfer to Minot AFB, North Dakota, and Barksdale AFB, Louisiana. KC-135 aircraft from Griffiss AFB will transfer to Grand Forks AFB, North Dakota. The 485th Engineering Installation Group at Griffiss AFB will consolidate with the 1849th Electronics Installation Squadron from McClellan AFB, California, and relocate to Hill AFB, Utah.

The Northeast Air Defense Sector will remain at Griffiss in a cantonment pending the outcome of a NORAD sector consolidation study. If the Sector remains it will be transferred to the Air National Guard (ANG). Rome Laboratory will remain at Griffiss AFB in its existing facilities as a stand-alone Air Force laboratory. A minimum essential airfield will be maintained and operated by a contractor on an "as needed, on call" basis. The ANG will maintain and operate necessary facilities to support mobility/contingency/training of the 10th Infantry (Light) Division located at Ft Drum, New York, and operate them when needed. All activities and facilities, including family housing, the hospital, commissary, and base exchange will close, except the stand-alone laboratory and the ANG mission.

Justification: The Air Force has four more large aircraft bases than needed to support the number of bombers, tankers, and airlift assets in the DoD Force Structure Plan. When all eight DoD criteria are applied, Griffiss AFB ranked low compared to the other large aircraft bases. Based on this analysis, the application of all eight DoD selection criteria, and excess capacity which results from reduced force structure, Griffiss AFB is recommended for realignment.

The Air Force plans to establish a large mobility wing in the Northeast to support the new Major Regional Contingency (MRC) strategy. Griffiss AFB was evaluated specifically as the location for this wing, along with other bases that met the geographical criteria and were available for this mission: McGuire AFB and Plattsburgh AFB. Plattsburgh AFB ranked best in capability to support the air mobility wing due its geographical location, attributes, and base loading capacity. Principal mobility attributes include aircraft parking space (for some 70-80 tanker/airlift aircraft), fuel hydrants and fuel supply/storage capacity, along with present and future encroachment and airspace considerations.

The Rome Laboratory has a large civilian work force and is located in adequate facilities that can be separated from the rest of Griffiss AFB. It does not need to be closed or realigned as a result of the reductions in the rest of the base.

All large aircraft bases were considered equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended, and the Department of Defense (DoD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions.

Extensive data, gathered to support the evaluation of each base under each criterion was reviewed by the Base Closure Executive Group (Executive Group), a group of seven general officers and six Senior Executive Service career civilians appointed by the Secretary of the Air Force. The decision to realign Griffiss AFB was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the Executive Group.

The cost to realign is estimated to be \$120.8 million; the annual savings after realignment are \$39.2 million; the return on investment years based on the net present value computations is 3 years. All dollar amounts are in constant FY 94 dollars.

The Air Force will actively pursue conversion to a civil airport, and will dispose of all property not required at Griffiss AFB. The realignment of Griffiss AFB will have an impact on the local economy. The projected potential employment loss (10,219 jobs), both direct and indirect, is 7.6 percent of the employment base (130,134 jobs) in the Utica-Rome Metropolitan Statistical Area, assuming no economic recovery. The impact on the community infrastructure at the new receiving bases is minimal. There is no significant environmental impact resulting from this closure. Generation of hazardous wastes and pollutants will be eliminated. Griffiss AFB is on the National Priorities List. Environmental restoration of Griffiss AFB will continue until complete.

MARCH AIR FORCE BASE, CALIFORNIA

Recommendation: March AFB, California, is recommended for realignment. The 22nd Air Refueling Wing will inactivate. The KC-10 (Active and Associate Reserve) aircraft will be relocated to Travis AFB, California. The Southwest Air Defense Sector will remain at March in a cantonment pending the outcome of a NORAD sector consolidation study. If the Sector remains it will be transferred to the Air National Guard (ANG). The 445th Airlift Wing Air Force Reserve (AFRES), 452nd Air Refueling Wing (AFRES), 163rd Reconnaissance Group (ANG) (becomes Air Refueling Group), Air Force Audit Agency, and Media Center (from Norton AFB, California) will remain and the base will convert to a Reserve Base. Additionally, the Army Corps of Engineers Unit, US Customs Aviation Operation Center West, and the Drug Enforcement Agency aviation unit will remain. All other activities and facilities including family housing, the hospital, commissary, and base exchange will close.

Justification: There are several factors which resulted in the above recommendation. First, the Air Force has four more large aircraft bases than needed to support the number of bombers, tankers, and airlift assets in the DoD Force Structure Plan. Also, when all eight DoD criteria were applied to the large aircraft bases, March AFB ranked low. The Air Force plans to establish a large air mobility base (KC-10, C-5 and C-141 aircraft) on the west coast. When bases in the region, Beale AFB, Fairchild AFB, March AFB, McChord AFB, Malmstrom AFB, and Travis AFB, were analyzed for this mission, Travis AFB ranked highest. March AFB currently requires a large active duty component to support a relatively small active duty force structure. The conversion of March AFB to a reserve base achieves substantial savings and the benefit of a large recruiting population for the Air Force Reserve is retained.

All large aircraft bases were considered equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended, and the Department of Defense (DoD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Extensive data, gathered to support the evaluation of each base under each criterion was reviewed by the Base Closure Executive Group (Executive Group), a group of seven general officers and six Senior Executive Service career civilians appointed by the Secretary of the Air Force. The decision to realign March AFB was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the Executive Group.

The cost to realign is estimated to be \$134.8 million; the annual savings after realignment are \$46.9 million; the return on investment years based on the net present value computations is 2 years. All dollar amounts are in constant FY 94 dollars.

The Air Force will dispose of all property not required within the revised boundaries of the reserve base and welcome joint use of the airfield with civil aviation or conversion to a civil airport. The realignment of March AFB will have an impact on the local economy. The projected potential employment loss (7,108 jobs), both direct and indirect, is 1.6 percent of the employment base (433,269 jobs) in the Riverside County Metropolitan Statistical Area, assuming no economic recovery. The impact on the community infrastructure at the new receiving base is minimal. The realignment of March AFB will result in generally positive

environmental effects. March AFB is in an air quality non-attainment area for ozone, carbon-monoxide, nitric-oxide, and particulates. Threatened and endangered species and critical habitat are present on-base. March AFB is on the National Priorities List. Environmental restoration of March AFB will continue until complete.

McGUIRE AIR FORCE BASE, NEW JERSEY

Recommendation: McGuire AFB, New Jersey, is recommended for realignment. The 438th Airlift Wing will inactivate. Most of the C-141s will transfer to Plattsburgh AFB, New York. Fourteen C-141s will remain and transfer to the Air Force Reserve. The 514th Airlift Wing Air Force Reserve (AFRES), 170th Air Refueling Group Air National Guard (ANG), and 108th Air Refueling Wing (ANG) will remain and the base will convert to a Reserve base. The 913th Airlift Group (AFRES) will relocate from Willow Grove Naval Air Station, Pennsylvania, to McGuire AFB. The Air Force Reserve will operate the base. All other activities and facilities including family housing, the hospital (includes Ft Dix/McGuire hospital), commissary, and base exchange will close.

Justification: There are several factors which result in the above recommendation. First of all, the Air Force has four more large aircraft bases than are needed to support the number of bombers, tankers, and airlift assets in the DoD Force Structure Plan. When all eight DoD criteria were applied, McGuire AFB ranked low when compared to the other bases in the large aircraft subcategory. Also, when McGuire AFB was compared specifically with other airlift bases, it still ranked low.

The Air Force plans to establish a large mobility wing in the Northeast to support the new Major Regional Contingency (MRC) strategy. McGuire AFB was evaluated specifically as the location for this wing, along with other bases that met the geographical criteria and were available for this mission: Griffiss AFB and Plattsburgh AFB. Plattsburgh AFB ranked best in capability to support the air mobility wing due its geographical location, attributes, and base loading capacity. Principal mobility attributes include aircraft parking space (for some 70-80 tanker/airlift aircraft), fuel hydrants and fuel supply/storage capacity, along with present and future encroachment and airspace considerations.

When McGuire AFB was compared directly with Plattsburgh AFB, Plattsburgh AFB rated better in all of the mobility attributes. McGuire AFB operations are impacted by problems associated with operating in the midst of New York/New Jersey air traffic congestion. Basing the additional aircraft of an air mobility wing at McGuire AFB will add to that congestion. Plattsburgh AFB, on the other hand, has ample airspace for present and future training by an air mobility wing. Also, the FAA has long expressed a desire for civil use of McGuire AFB, which will ease the congestion at other airfields and terminal facilities in the New York and Philadelphia metropolitan areas. For these reasons McGuire AFB was recommended for realignment and conversion to an Air Force Reserve Base.

The Air Reserve Component (ARC) forces at McGuire AFB represent a significant portion of the air refueling and airlift forces stationed there. They are well located from a recruiting perspective. By keeping the airfield open for military use, the parking and fuel handling capacity at McGuire AFB remains available in future contingencies. The existing programmed Military Construction funds for the ANG KC-135 conversion will be used to establish the ARC cantonment at McGuire AFB.

The Air Force encourages conversion of the airfield to a civil airport. The ARC units will remain as tenants if McGuire AFB became a civil airfield. Civil operation will enhance the value of the base to the community and encourage reuse of the facilities not needed by the reserve units, thereby creating jobs. It will also reduce the cost to the Air Force of operating its units at McGuire AFB.

All large aircraft bases were considered equally in a process that conformed to the Defense Base Closure and Realignment Act of 1990 (Public Law 101-510), as amended, and the Department of Defense (DoD) guidance. Each base was evaluated against the eight DoD selection criteria and a large number of subelements specific to Air Force bases and missions. Extensive data, gathered to support the evaluation of each base under each criterion was reviewed by the Base Closure Executive Group (Executive Group), a group of seven general officers and six Senior Executive Service career civilians appointed by the Secretary of the Air Force. The decision to realign McGuire AFB was made by the Secretary of the Air Force with advice of the Air Force Chief of Staff and in consultation with the Executive Group.

The cost to realign is estimated to be \$197.5 million; the annual savings after realignment are \$47.5 million; the return on investment years based on the net present value computations is 4 years. All dollar amounts are in constant FY 94 dollars.

The Air Force will dispose of all property outside the reduced base boundary and consider joint use of the airfield with civil aviation or conversion to a civil airport. The realignment of McGuire AFB will have an impact on the local economy. The projected potential employment loss (6,224 jobs), both direct and indirect, is 3.5 percent of the employment base (174,790 jobs) in the Burlington County Metropolitan Statistical Area, assuming no economic recovery. There is a moderate impact on community housing and the medical community at the new receiving base; however, this impact will be mitigated by Air Force constructed housing and an expansion of the base medical capabilities. McGuire AFB is in an air quality non-attainment area for ozone. McGuire AFB is on the National Priorities List. The realignment of McGuire AFB will result in generally positive environmental effects. Environmental restoration of McGuire AFB will continue until complete.